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Big Week. The Fort Worth Gazette is now in its 100th year. It has been published every day since 1847. It is the oldest newspaper in Texas. It is the most reliable source of news in the state. It is the most interesting and entertaining read. It is the most valuable asset of every citizen. It is the most important factor in the development of the state. It is the most powerful influence in the life of the people. It is the most effective agent for the advancement of the race. It is the most essential element in the progress of the world. It is the most precious treasure of the human mind. It is the most beautiful flower of the human soul. It is the most glorious crown of the human intellect. It is the most magnificent monument of the human spirit. It is the most sublime expression of the human will. It is the most powerful force in the universe. It is the most beautiful thing in the world. It is the most precious gift of God. It is the most valuable inheritance of every man. It is the most important factor in the development of the state. It is the most powerful influence in the life of the people. It is the most effective agent for the advancement of the race. It is the most essential element in the progress of the world. It is the most precious treasure of the human mind. It is the most beautiful flower of the human soul. It is the most glorious crown of the human intellect. It is the most magnificent monument of the human spirit. It is the most sublime expression of the human will. It is the most powerful force in the universe. It is the most beautiful thing in the world. It is the most precious gift of God. It is the most valuable inheritance of every man.

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HARD TIMES.

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liberally in a live local paper like the
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PURCHASING CLASSES.

THE RAILROADS.

A TIE-UP ON THE SOUTHERN PACIFIC CAUSED BY

The Burning of a Bridge—To Take a Tour of Inspection Over the S. A. & P. Brief Notes and Personalities.

Signal Flasher.
John K. Ross of the "Frisco" came in off a trip last evening.

The Litchfield car-shops have orders on their books for nearly 4000 cars.

President John King of the Erie is in California. He is much improved in health since he went to that state.

The four main tracks of the New York Central, for a distance of five miles, will be laid with 100-pound steel rails.

General Superintendent J. D. Moore of the New York and Denver City railway

reached yesterday from a trip up the line.

Henry Lewis, formerly a prominent rail-
roader, now a prominent merchant of Philadelphia, is in the city meeting his friends.

Passengers arriving on all the trains last night report snow, rain and sleet falling thick and fast for many miles out from this city, and the coaches were capped with "the beautiful."

Col. Montgomery, the new general super-
intendent of the Louisville, Evansville and St. Louis road, has set the minds of subor-
dinate officials at ease by announcing that no changes are to be made.

The Baltimore and Ohio management an-
nounces that hereafter when an accident occurs on the road in which any person is injured or killed, full particulars, without any coloring, will be sent to terminal points and the press be given the facts.

The New York Central earned in Feb-
ruary \$3,005,414.80; increase over Feb-
ruary, 1891, \$772,419.02. This is the largest increase in gross earnings shown by any system which has yet reported. The Chi-
cago and Northwestern comes next.

The St. Louis and San Francisco rail-
road company has recently placed an order with the St. Charles car company for fifteen elegant chair cars, mahogany finish, and equipped with the latest devices. Scar-
ritt's latest twin reclining chair; also six baggage cars.

It is suggested that a small place be set
up in the baggage cars of passenger trains in which to place persons who create disturbances on trains while under the influence of liquors, confining them until they are reached where an officer can be found to take them out of them.

On March 20 the Southern Pacific will put a new time card into effect, by which the east-bound train will leave Rosenberg at 8:15 p. m., thus making close connection with the south-bound Santa Fe, leaving Fort Worth at 8:30 a. m. for New Orleans and all points Southward.

The Pennsylvania will build this year 220 engines for the lines east of Pittsburgh and 150 for the lines west of Pittsburgh. They will all be heavy engines, the freights being designed to haul trains of forty cars over steep grades. At the Altoona shops the company is building twenty-five draw-
ing cars, besides the Pullmans that are being built at Chicago.

The earning capacity of the passenger traffic of the Chicago, Burlington and Quincy, said an official, is a surprise to the owners of the property as well as to com-
petitors. Last year the earnings from pas-
senger traffic exceeded \$7,000,000 on the 7000 miles of road in the system; January this year shows an increase of \$11,000, and for February the increase is officially stated to be nearly \$40,000 over last year.

In reversing a judgment against a corpora-
tion a Western judge recently said: "We affirm a good many unjust judgments against railroads because juries will find verdicts against them if there be any pretext for so doing, and unless on a record there is such a want of evidence to support the verdict, or what evidence there may be in that direction is so overwhelmed by opposing evi-
dence that the verdict is grossly wrong, we have no right to disturb it."

The report came from Cleburne that the Gulf, Colorado and Santa Fe had leased the Fort Worth and Rio Grande, and would make the greater part of their cattle ship-
ments over that line. Mr. Richard Lord of the Rio Grande was questioned on the mat-
ter last evening, and said:

"There's nothing in it, further than that we have entered into a traffic agreement to handle all the Santa Fe's cattle that origi-
nate west of Brownwood. We will handle at least 3000 cars for them this year."

Already circulars are out for the tri-
ennial octave of the Knights Templar to be held in the city of Denver, Colo., Au-
gust, 1892. The Atchison, Topeka and Santa Fe will sell excursion tickets from all points on its line to Denver and return at one lowest limited fare for the round trip. Tickets will be on sale from August 3 to August 7, 1892, east of the Missouri river, and from August 4 to 10 at west of the Missouri river; they will be good for passage five days in each direction to and from Denver, Colorado Springs or Pueblo, and must be executed for return passage at one of these points.

President Lugal is reported by the Indi-
anapolis Journal to have said that he would not consider the Big Four system complete until it had its own lines into Chi-
cago, Toledo and Louisville. Then the com-
pany would have a system with direct lines between terminal points that would out-
rank any other system. To do this several existing roads and the building of an exten-
sive line from North Vernon to Louisville would be required. The Journal mentions Judge Burdick's plan to build a line from Cin-
cinnati, as the most likely acquisition for a line between Columbus and Toledo. This would also give a route between Cin-
cinnati and Toledo only three miles longer than the Cincinnati, Hamilton and Dayton.

Railroad Wells.

Special to the Gazette.

LONGVIEW, TEX., March 16.—The great
artesian well to be bored here was com-
menced yesterday evening. Everything
went favorably, and twenty-six feet were
drilled by 6 p. m. This well was located
by a scientific water witch from Germany,
employed by the Texas and Pacific railroad
company, who said a good supply would be
had seven or eight hundred feet deep. The
well is a ten-inch one, and the ma-
chinery the most improved. Should abun-
dantly of water be reached, the Texas and
Pacific and International and Great North-
ern railroads will be greatly facilitated in
their work here, as want of water has al-
ways been the trouble with this end of the
well divisions.

Traffic Disturbed.

Special to the Gazette.

SAN ANTONIO, TEX., March 16.—The
burning of the bridge on the Southern Pa-
cific railroad near Sanderson, Tex., yester-
day is causing serious delay to traffic on
that line. The burned structure was over
a deep canyon, across which passengers
cannot be transferred, and both passenger
and freight trains are completely tied up,
and through business between New Or-
leans and San Francisco cannot be resumed
before Saturday evening. A force of 300
men are at work building a temporary struc-
ture.

To Report on the Sap.

Special to the Gazette.

SAN ANTONIO, TEX., March 16.—D. B.
Robinson, formerly general manager of the
Atchison, Topeka and Santa Fe railway, ar-
rived here from New York to-day. He is
acting in behalf of the reorganization com-
mittee of the San Antonio and Aransas
Pass railroad, and will make a tour of in-
spection over that system and will report
upon the condition of affairs to the bond-
holders.

Manager of the Peecos Valley.

Special to the Gazette.

WACO, TEX., March 16.—Donald Allen,
formerly of the Texas Central, and more
recently of the Louisville and Nashville,
has been appointed general manager of the

Peecos Valley railroad. He will leave Waco
for Peecos City in a few days.

Rates to Wichita.

WICHITA, KAN., March 16.—On petition
of the board of trade yesterday Judge River
of the United States district court granted
a temporary injunction against the Santa
Fe, Frisco and Missouri Pacific railways
restraining them from charging higher
freight rates on sugar coffee, beans and
canned goods from New Orleans, St. Louis,
Wichita, Atchison, Arkansas City and Sa-
linas than the rates now in existence. The
case is set for hearing March 23.

VINES TO HANG.

The Negro who Murdered Deputy Mor-
gan Convicted in Bowie
County.

Special to the Gazette.

TEXARKANA, TEX., March 16.—About
four months ago the body of Deputy Sheriff
Dan Morgan of Bowie county, Tex., was
found in a lake in the upper or western end
of the county, where it evidently had
been for several days. Investigation showed
that he had been murdered and afterward
taken to the lake, weights tied to the body
to insure sinking and then pitched into the
water. Suspicion pointed to Charley Vines,
a negro who about the time had disappeared
from the city, as the guilty one, and to his
brother, Joe Vines, as accessory to the
crime. The latter was arrested and jailed,
and a search for Charley was at the same
time instituted, and he was shortly after-
wards arrested in the Indian Territory and
brought back.

Public indignation ran high, and it was
feared lynch law would prevail, but the
officers' diligent efforts succeeded in saving
Charley to be dealt with by the law, and he
was accordingly duly tried yesterday in the
district court at Boston, found guilty of
murder in the first degree and the death
penalty assessed. The hanging will prob-
ably take place about May 1, and sentence
will be passed some time this week.

THEY NEVER FAIL.

J. N. Harris, 3 Fulton Market, New York
City, says:

"I have been using BRANDRETH'S PILLS
for the last fifteen years. There is nothing
equal to them as Blood Purifiers and Liver
Regulators. But I wish to state how I
feel about them. I am a sufferer from
many ailments, and I have tried many
other remedies, but I have never found
any that have done me so much good as
BRANDRETH'S PILLS. I feel that I can
rely on them for any ailment, and I have
found them to be a most valuable remedy
for all kinds of troubles, but they did me
no good and I was afraid of being a cripple.
I finally commenced using BRANDRETH'S
PILLS. I took two every night for ten
nights; then I began to improve. I contin-
ued taking them for forty days and I got
entirely well. Now, whenever sick, I take
BRANDRETH'S PILLS. They never fail."

Berlin's organized anarchists are dis-
tributing among the poor groups, two of which
are in the suburbs.

The popularity of the "Patrol" is not aston-
ishing when we know its many cures.

An underground lake has been discov-
ered three miles from Genesee, Idaho. It
was found by a well-driller.

THE ONLY LINE

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BETWEEN
FORT WORTH AND MEMPHIS.

Delivering passengers in depot of connecting
lines without a long and uncomfortable omni-
bus transfer across that city.

Leaving Fort Worth..... 8:30 a. m.
Arrives Texarkana..... 6:30 a. m.
Arrives Memphis..... 9:15 a. m.
Connecting with Through Trains to all
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Fort Worth, Texas.
W. H. WINDFELD, General Passenger Agent,
Tyler, Tex.

Gulf, Colorado and Santa Fe
Railway.

THE POPULAR DIRECT ROUTE

BETWEEN
Fort Worth and all points in Texas, Kansas,
City, St. Louis, Chicago, Kansas, Texas,
Colorado, California and all points in the
North, East and West.

Elaborate Pullman Palace Buffet Drawing-
Room Sleeping Cars are run through every day
in the year to Kansas City, Chicago and St.
Louis, connecting at these points with fast lim-
ited trains for the East.

THROUGH TICKETS
TO ALL POINTS IN THE

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For any desired information, Tickets, Fold-
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A FINE MACHINE.

A Sixty Dollar Sewing Machine for Only
Twenty-Three Dollars.

SEVEN RIVERS, N. M., Jan. 10, 1892.

Fort Worth Gazette, Fort Worth, Tex.

DEAR SIR:—I have your premium
machine, and I find it to be a splendid
machine, and as good in every respect as
lots of machines that have been sold to our
neighbors this year for \$40. Wishing you
good luck, I will close. Yours respectfully,
W. F. COCHRAN.

After a Year's Trial.

CLARENCE, TEX., Feb. 23, 1892.

Mr. Dean reports the sewing machine he
received from you about a year ago to be
perfectly satisfactory in every respect.
Respectfully,
J. W. LOMAS,
Deputy Postmaster.

Superior to All Others.

SEYMOUR, TEX., March 1, 1892.

The Democrat Publishing Company, Fort
Worth, Tex.

GENTLEMEN:—Your premium machine
was received in due time. I am more than
delighted with it. I have used many dif-
ferent machines, and the GAZETTE is far
superior to all. My friends who have seen
my beautiful machine admire it very much.
Success and long life to the GAZETTE.
Very respectfully,
MRS. J. E. FRIDGE.

All kinds loaded shells
and cartridges for sale at
Lewis Bros.

When I was sick, I gave her Cough
Syrup, and she was cured.

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Syrup, and she was cured.

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THE DIRECT LINE

To Shreveport and New Orleans, to Texarkana,
Memphis, St. Louis, the North and East, and to
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THE FAVORITE LINE

Via Sacramento, to Oregon and Washington.

ONLY LINE

Offering choice of routes to all points in the South-
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Between Fort Worth and St. Louis. The fastest
train between Texas and the North and East.
Double daily line of Pullman Palace Sleeping
Cars through to St. Louis via the

IRON MOUNTAIN ROUTE.

Through sleeping cars between New Orleans
and St. Louis and El Paso.

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GASTON MESLIER, General Passenger and
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YOU HAVE ALL READ OF THE LUXURY
IN TRAVEL.

BUY YOUR TICKETS OVER



MISSOURI, KANSAS & TEXAS RAILWAY.

AND EXPERIENCE IT.

Perfect Pullman Buffet Sleeping Car Service
BETWEEN

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AND CHICAGO, ST. LOUIS AND KANSAS
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FREE RECLINING CHAIR CARS
Between FORT WORTH, DENISON, GAINES-
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AUSTIN TO SAN ANTONIO.

Cross country as made for Laredo, in a sin-
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Collections made on all Panhandle points.

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Five minutes walk of Union depot.

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New management, lately renovated. Sample rooms on the ground floor, electric lights, etc.

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